

longitudinal forces introduced over the entire surface to the outer edges of the deck section, from which it is then possible for these longitudinal forces to be dissipated into the outer skin of the aircraft. As a result it becomes possible to eliminate the transverse beams that were previously necessary and were elaborately configured so as to absorb these forces.

In paragraph [0017], please amend the paragraph as follows.

[0017] In the following, preferred embodiments of the invention are described by way of example explained with reference to the accompanying drawings, wherein.

Preliminary Amendment: ABSTRACT AMENDMENTS

On page 18, please amend the paragraph as follows:

In an aircraft there is customarily provided, for receiving a load in the cargo compartment +9+, a cargo deck that comprises a plurality of ball mats +21+, floor panels +22+ or similar flat floor elements. Also provided are a plurality of roller conveyors or similar profile elements +23+ mounted in the long direction of the aircraft to accommodate transport rollers +43+, PDUs +42+, latches +44+ or similar functional units for moving and fixing the load on the cargo deck. To simplify the arrangement and the assembly it is proposed in the present invention that the floor elements +21, 22+ at least in sections be firmly connected to the profile elements +23+ to form a deck section +20+ that extends across the entire width of the cargo compartment, in such a way that longitudinal forces imposed on the deck section +20+, in particular imposed by the load, oriented in the direction of an aircraft long

axis and acting as shear forces in the surface direction of the cargo deck, can be transmitted to outer edges of the deck section $\langle 20 \rangle$ and can be dissipated from the outer edges to an outer skin $\langle 12 \rangle$ of the aircraft that is reinforced by ribs $\langle 11 \rangle$.